MERCURY RACING® | POWER AND PROPULSION CATALOG

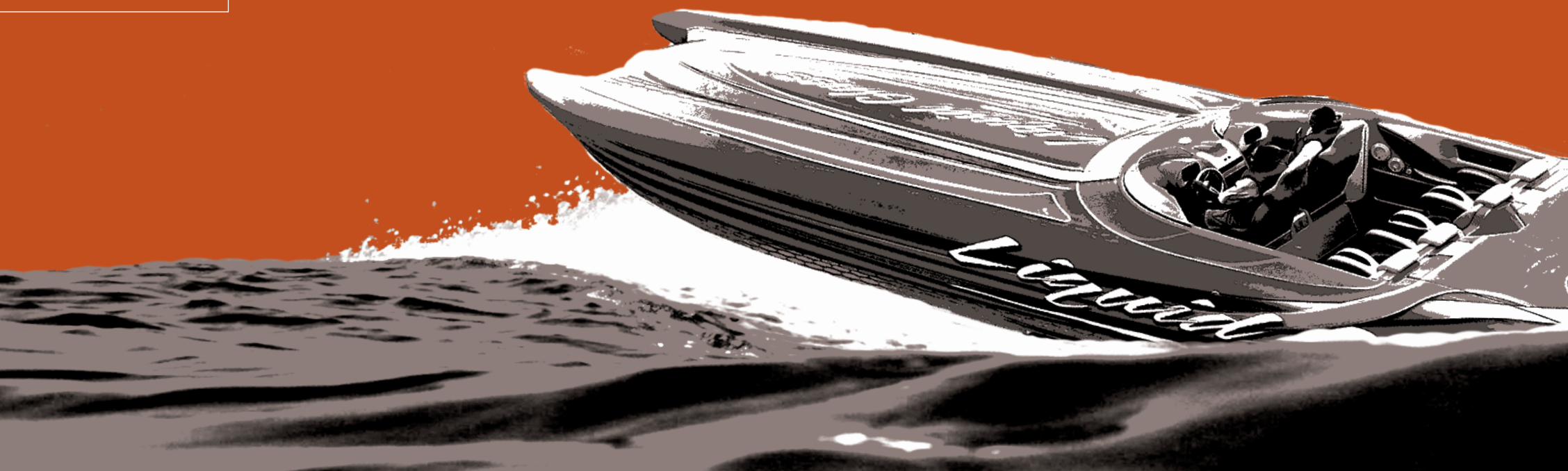
THE RACE NEVER STOPS!®

STERNDRIVES
DRIVES & PROPS
OUTBOARDS
GEARCASES & PROPS
OPTIONS & INFO

DRIVEN TO WIN

MERCURY RACING CONTINUALLY gives birth to new achievements in power, innovation, and sophistication. Our expert craftsmen produce highly specialized sterndrive and outboard engines, components, accessories, and stainless steel propellers using their unique, time-tested talent and advanced in-house technologies. The lessons we've learned from experiences on the racecourse evolve into computer-generated "CAD" designs that become the blueprints of future Mercury Racing products. This dedication to building – and racing – durable, premium, high-performance marine propulsion systems stems from Mercury Marine's industry-leading heritage now 70 years and counting.

525 EFI
600 SCi
EU662 SCi
700 SCi
850 SCi
1075 SCi
1200 SCi



STERNDRIVES

MERCURY RACING STRIVES to create the most powerful, responsive, fuel-efficient sterndrives on the planet. Doing so requires incredible dedication. So it's no surprise that Mercury Racing – along with its parent company Mercury Marine® – was the first U.S. marine engine manufacturer to be ISO 9001:2000 certified. These sterndrives reflect Mercury Racing's high standards and commitment to continuing our leadership position in the marine industry both on and *off* the racecourse.

525 EFI STERNDRIVE

YOU DON'T NEED TO DON A RACE NUMBER (but you *can*) to enjoy the raw power this race-proven engine delivers. It's a favorite among recreation sport boaters and poker runners alike. Already world renowned for its prowess on the racecourse, the 525's popularity is bound to grow with the addition of an extra dose of durability via the newly available NXT1® and NXT1 SSM drive options. Plus, for the first time ever, we've added eight custom color options to the standard Mercury Racing Blue Metallic. But no matter what color you choose, this engine is always going to be red hot.

525 EFI STERNDRIVE POWER SPECIFICATIONS

HORSEPOWER	525 (410 kW)
FULL THROTTLE RPM RANGE	4800-5200
DISPLACEMENT LITER/CID	8.2/502
BORE (in/mm)	4.47/113
STROKE (in/mm)	4.00/102
COMPRESSION RATIO	8.75:1
CYLINDERS	V-8

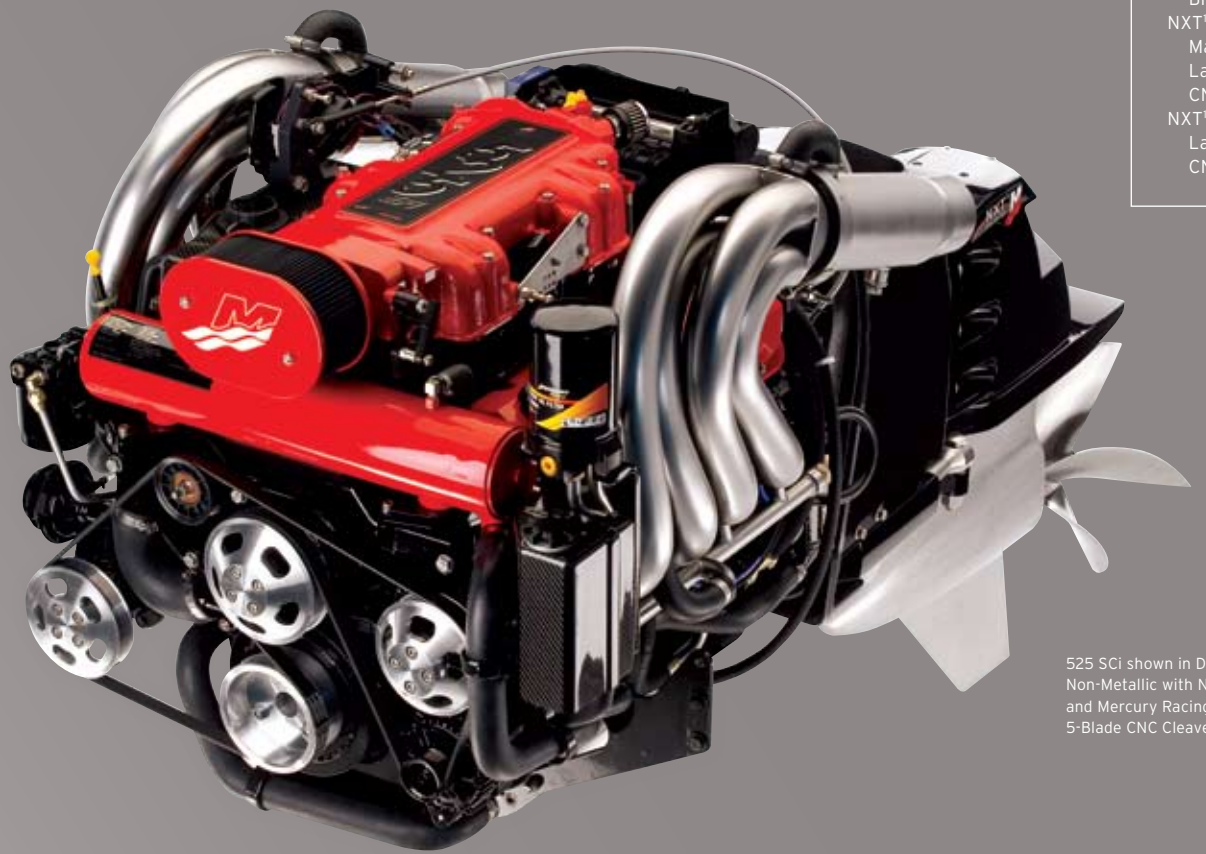
ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	MPI
FUEL REQUIREMENTS	87 Posted Octane (R+M/2), (91 RON) International
TRANSMISSION	Mercury Racing Dry-Sump w/NXT1 or NXT1 SSM*
DRIVE UNIT	Bravo One XR,** Bravo One XR Sport Master (Std. & Short),** Bravo Three XR,** NXT1 or NXT1 SSM*

GEAR RATIO	Bravo One XR, Bravo One XR Sport Master (Std. & Short) 1.26:1, 1.35:1, 1.50:1; Bravo Three XR 1.65:1, 1.81:1 or 2.00:1, NXT,1 1.61:1, 1.50:1, 1.35:1, 1.24:1 or 1.15:1 or NXT1 SSM*
LENGTH (in/mm)	39.5/1003 (Transom Mount to Front of Engine)
WIDTH (in/mm)	34/864
HEIGHT (in/mm)	24/610
WEIGHT (lbs/kg)	1201/545
WARRANTY	1-Year Limited for Recreational Boating; 3-Year Limited Corrosion†

*Application dependent. Contact Mercury Racing for additional information. **ITS is optional for all Bravo One and Bravo Three drives. † Applies to Bravo drive packages only.

FEATURES

- CNC-machined, 502 CID (8.2L) cylinder block is equipped with heavy-duty connecting rods and forged aluminum pistons for maximum strength and durability.
- The Mercury PCM 07 microprocessor optimizes fuel control for each cylinder independently, enhancing engine running quality and performance.
- Advanced factory-installed closed-cooling system features five-year coolant for reduced maintenance and increased corrosion protection.
- NXT[1] drive option for ultimate durability.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.



525 SCi shown in Devil Red-Eye Non-Metallic with NXT[1] drive option and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

RECOMMENDED PROPS BY DRIVE

Bravo One® XR
- Bravo I® Sterndrive
- Maximus®

Bravo Three® XR
- Bravo XR

NXT[1]
- Maximus
- Lab Finished® 5-Blade CNC Cleaver

NXT[1] SSM
- Lab Finished 5-Blade CNC Cleaver

T.E.A.M. A factory-approved integration process for new Mercury Racing marine propulsion systems.

VESSELVIEW – RACE EDITION Custom interactive software specifically designed to help maximize boat performance and track vital information in real-time for up to three motors.

CUSTOM COLOR OPTIONS
Standard is Mercury Racing Blue Metallic. Additional color options are also available.
SEE GLOSSARY FOR DETAILS.

600 SCi STERNDRIVE

SINCE ITS 2006 DEBUT, the 600 SCi has been a staple for low-cost, trouble-free performance power. That value has recently been enhanced with a change in fuel requirements from 91 posted octane (R+M)/2, (98 RON) to a new minimum posted octane requirement of 87 (R+M)/2, (91 RON). NXT[1] and NXT[1] SSM drive options enhance versatility of the Mercury Racing 600 SCi – the first of our sterndrives certified for sale in the European Union (EU). The optional Stage 2 X-haust Noise Reducer system enables the versatile 600 SCi to meet stringent EU Recreational Craft Directive (RCD) noise regulations, as well. As you can see, we've designed this engine to make sure you can take it pretty much anywhere in the world and meet the requirements. Requirements you'll relegate to the back of your mind the moment you realize this engine does nothing *but* exceed expectations.

600 SCi STERNDRIVE POWER SPECIFICATIONS

HORSEPOWER	600 (447 kW)
FULL THROTTLE RPM RANGE	4800-5200
DISPLACEMENT LITER/CID	8.2/502
BORE (in/mm)	4.47/113
STROKE (in/mm)	4.00/102
COMPRESSION RATIO	7.5:1
CYLINDERS	V-8

ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	Sequential Fuel Injection
FUEL REQUIREMENTS	87 Posted Octane (R+M/2), (91 RON) International
TRANSMISSION	Mercury Racing Dry-Sump w/NXT[1] or NXT[1] SSM*
DRIVE UNIT	Bravo One XR,** Bravo One XR Sport Master (Std. & Short),** NXT[1] or NXT[1] SSM*

GEAR RATIO	Bravo One XR, Bravo One XR Sport Master (Std. & Short), 1.26:1, 1.35:1, 1.50:1; NXT,[1] 1.61:1, 1.50:1, 1.35:1, 1.24:1 or 1.15:1 or NXT[1] SSM*
LENGTH (in/mm)	35.7/907 (Transom Mount to Front of Engine)
WIDTH (in/mm)	33/838
HEIGHT (in/mm)	27.2/691
WEIGHT (lbs/kg)	1267/575
WARRANTY	1-Year Limited for Recreational Boating; 3-Year Limited Corrosion†

*Application dependent. Contact Mercury Racing for additional information. ** ITS is optional for all Bravo One XR drives. † Applies to Bravo drive packages only.

FEATURES

- Meets emissions requirements as set forth in the EU RCD emissions requirements – CE marked.
- Active torque management via an electronic boost bypass control valve ensures consistent 600 horsepower.
- Advanced factory-installed closed-cooling system features five-year coolant for reduced maintenance and increased corrosion protection.
- NXT[1] drive option for ultimate durability.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.

600 SCi shown in standard Mercury Racing Blue Metallic with Bravo One XR Sport Master drive option and Mercury Racing Lab Finished Maximus propeller.

RECOMMENDED PROPS BY DRIVE

Bravo One XR
- Bravo I Sterndrive
- Maximus

NXT[1]
- Maximus
- Lab Finished 5-Blade CNC Cleaver

NXT[1] SSM
- Lab Finished 5-Blade CNC Cleaver

T.E.A.M. A factory-approved integration process for new Mercury Racing marine propulsion systems.

X-HAUST NOISE REDUCER Reduces engine exhaust noise with insignificant effect on engine power or performance.

VESSELVIEW - RACE EDITION Custom interactive software specifically designed to help maximize boat performance and track vital information in real-time for up to three motors.

CUSTOM COLOR OPTIONS Standard is Mercury Racing Blue Metallic. Additional color options are also available.

SEE GLOSSARY FOR DETAILS.

EU662 SCi STERNDRIVE

THE 662 SCi IS THE HIGHEST HORSEPOWER marine sterndrive engine certified for EU sale. *Period!* Engineered to meet the strict exhaust emissions and noise regulations initiated by the European Union Recreational Craft Directive, this engine is equipped with our exclusive Propulsion Control Module (PCM) 07 microprocessor – we're talking intelligence with muscle. NXT[1] and NXT[1] SSM drive options are also available for multiple hull configurations. So you can add maximum efficiency and optimal boat performance to "highest horsepower" for an engine that craves your stern.

EU662 SCi STERNDRIVE POWER SPECIFICATIONS

HORSEPOWER	662 (494 kW)
FULL THROTTLE RPM RANGE	4800-5200
DISPLACEMENT LITER/CID	8.2/502
BORE (in/mm)	4.47/113
STROKE (in/mm)	4.00/102
COMPRESSION RATIO	7.5:1
CYLINDERS	V-8

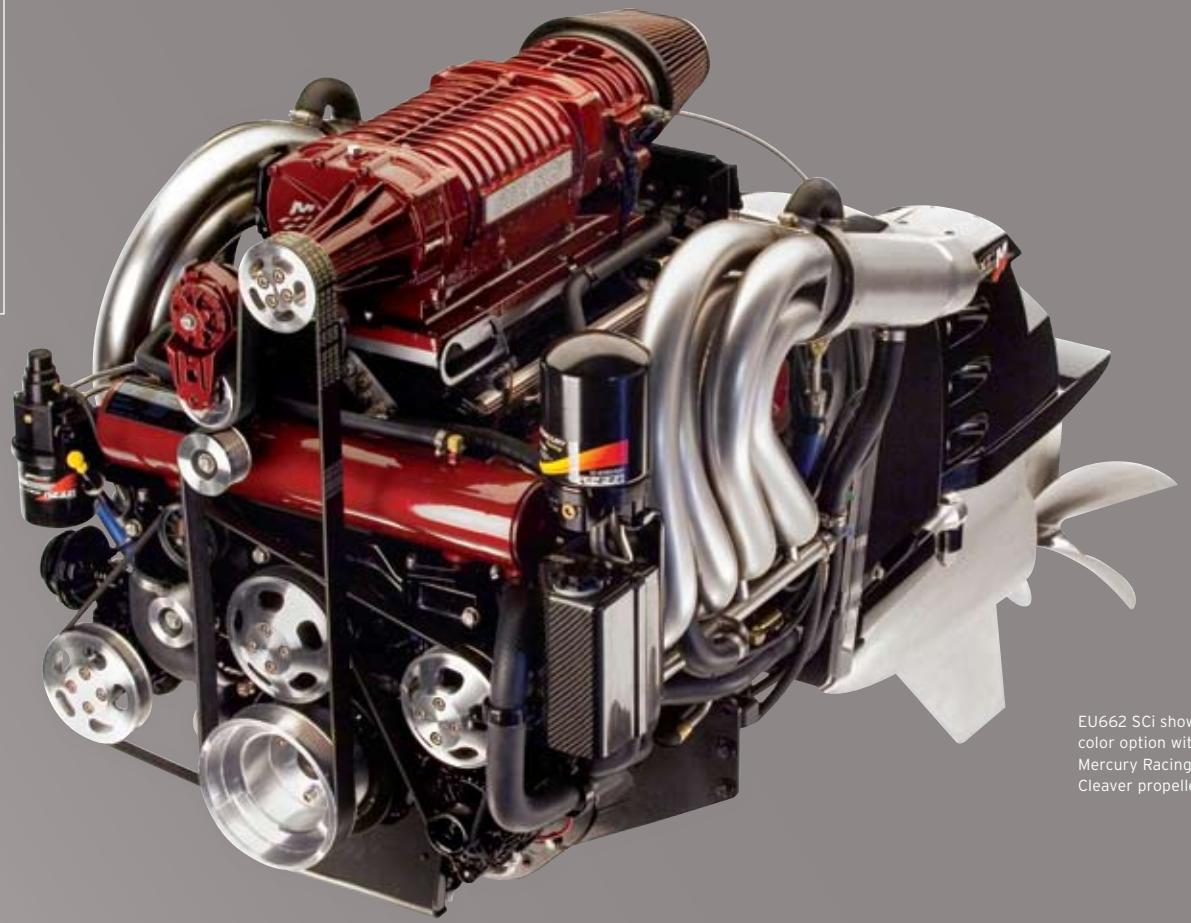
ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	Sequential Fuel Injection
FUEL REQUIREMENTS	91 Posted Octane (R+M)/2, (98 RON) International
TRANSMISSION	Mercury Racing Dry-Sump
DRIVE UNIT	NXT[1] or NXT[1] SSM*

GEAR RATIO	NXT,[1] 1.61:1, 1.50:1, 1.35:1, 1.24:1 or 1.15:1 or NXT[1] SSM*
LENGTH (in/mm)	35.7/907 (Transom Mount to Front of Engine)
WIDTH (in/mm)	33/838
HEIGHT (in/mm)	27.7/709
WEIGHT (lbs/kg)	1548/702
WARRANTY	1-Year Limited for Recreational Boating

*Application dependent. Contact Mercury Racing for additional information.

FEATURES

- Meets emissions requirements as set forth in the EU RCD emissions requirements – CE marked.
- Equipped with the Mercury exclusive Propulsion Control Module (PCM) 07 microprocessor.
- SmartCraft equipped with Engine Guardian.
- Engine monitors for knock continuously.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.



EU662 SCi shown in Dandy Candy Red Metallic color option with NXT[1] drive option and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

T.E.A.M.
A factory-approved integration process for new Mercury Racing marine propulsion systems.

X-HAUST NOISE REDUCER Reduces engine exhaust noise with insignificant effect on engine power or performance.

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RECOMMENDED PROP
5-Blade CNC Cleaver

CUSTOM COLOR OPTIONS
Standard is Mercury Racing Blue Metallic. Additional color options are also available.
SEE GLOSSARY FOR DETAILS.

700 SCi STERNDRIVE

THE 700 SCI REVOLUTIONIZED the sport boat industry – providing boaters with an integrated sterndrive engine package that delivers unsurpassed power and performance. The engine is packed with game-changing technology – from the PCM 07-managed boost bypass control valve to the dry-sump NXT[1] drive, designed and developed exclusively by Mercury Racing. The 700's use of new PCM idle speed control strategies, along with an exclusive dual shift switch and coupler design, result in ultra-smooth shifting for the dry-sump NXT[1] drive. The optional Stage 1 X-haust Noise Reducer system brings the 700 SCi in compliance with most noise regulations outside of the European Union. A feature we're not afraid to be loud about.

700 SCi STERNDRIVE POWER SPECIFICATIONS

HORSEPOWER	700 (522 kW)
FULL THROTTLE RPM RANGE	4800-5200
DISPLACEMENT LITER/CID	8.2/502
BORE (in/mm)	4.47/113
STROKE (in/mm)	4.00/102
COMPRESSION RATIO	7.5:1
CYLINDERS	V-8

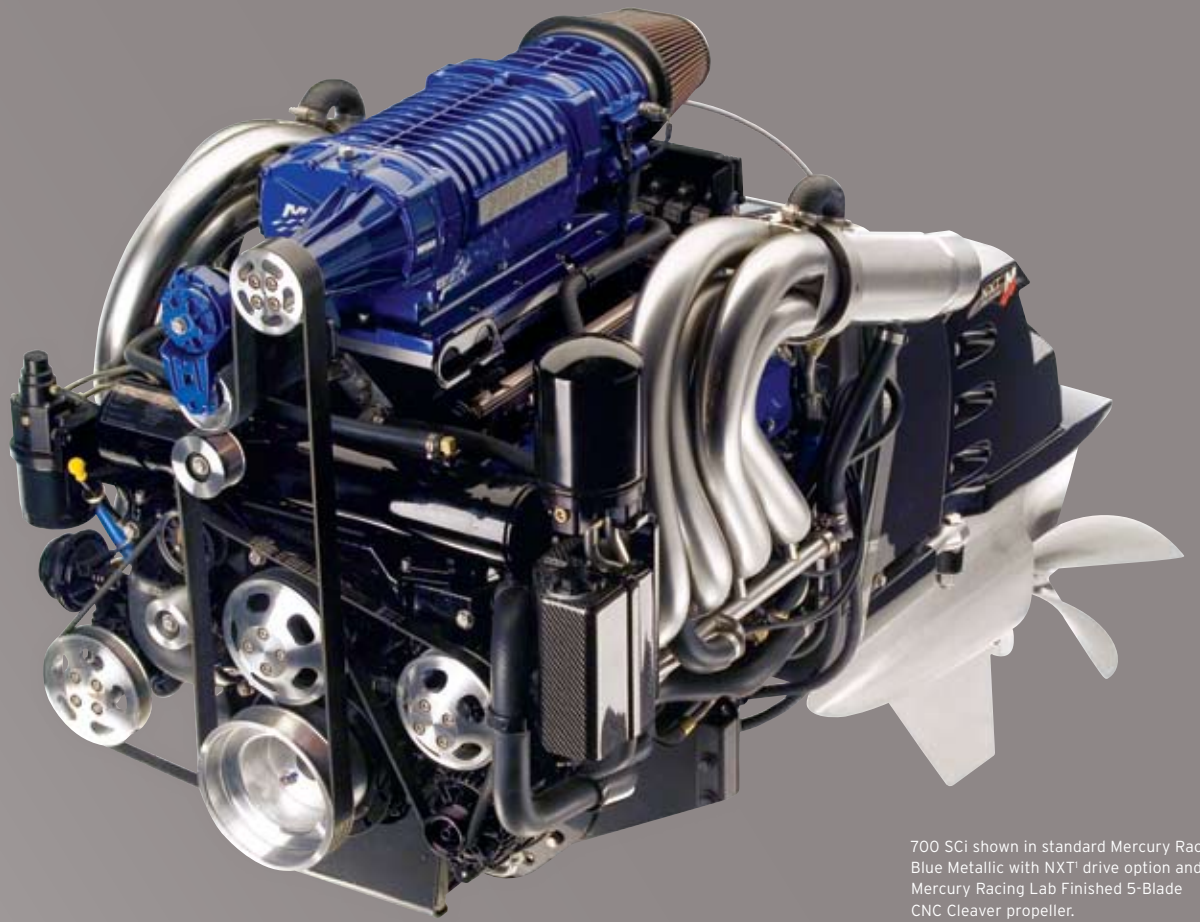
ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	Sequential Fuel Injection
FUEL REQUIREMENTS	91 Posted Octane (R+M)/2, (98 RON) International
TRANSMISSION	Mercury Racing Dry-Sump
DRIVE UNIT	NXT[1] or NXT[1] SSM*

GEAR RATIO	NXT,[1] 1.61:1, 1.50:1, 1.35:1, 1.24:1 or 1.15:1 or NXT[1] SSM*
LENGTH (in/mm)	35.7/907 (Transom Mount to Front of Engine)
WIDTH (in/mm)	33/838
HEIGHT (in/mm)	27.9/709
WEIGHT (lbs/kg)	1548/702
WARRANTY	1-Year Limited for Recreational Boating

*Application dependent. Contact Mercury Racing for additional information.

FEATURES

- Engine based on a CNC-machined 502-cubic inch cylinder block.
- A custom camshaft design – combined with a taller intercooler, increased supercharger boost, and updated fuel calibration – results in a consistent 700 crankshaft horsepower.
- Higher fuel pressure demands are met with a new electric fuel pump. The engine is also equipped with fuel cooling and a mechanical pump to combat vapor lock.
- Cool Collar Sweeper Headers feature a new alloy for enhanced saltwater corrosion resistance and durability.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.



700 SCi shown in standard Mercury Racing Blue Metallic with NXT[1] drive option and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

T.E.A.M.
A factory-approved integration process for new Mercury Racing marine propulsion systems.

X-HAUST NOISE REDUCER Reduces engine exhaust noise with insignificant effect on engine power or performance.

VESSELVIEW - RACE EDITION Custom interactive software specifically designed to help maximize boat performance and track vital information in real-time for up to three motors.

RECOMMENDED PROPS
5-Blade CNC Cleaver
6-Blade CNC Cleaver

CUSTOM COLOR OPTIONS
Standard is Mercury Racing Blue Metallic. Additional color options are also available.
SEE GLOSSARY FOR DETAILS.

850 SCi STERNDRIVE

WHEN WE SAY *THE RACE NEVER STOPS!* we mean it. Meet Mercury Racing's 850 SCi, a race-proven engine that propels you into the big leagues. A pair of Lysholm® twin screw superchargers (with new supercharger belt tensioner) combines with multiport fuel injection (two injectors per cylinder) for the ultimate in starting and running quality. Clear polished pulleys and clear anodized hose fittings dress this engine to the nines. But you can only get so far in this world on looks alone. It's what's on the inside that counts. And there's nothing here but unbridled brawn.

850 SCi STERNDRIVE POWER SPECIFICATIONS

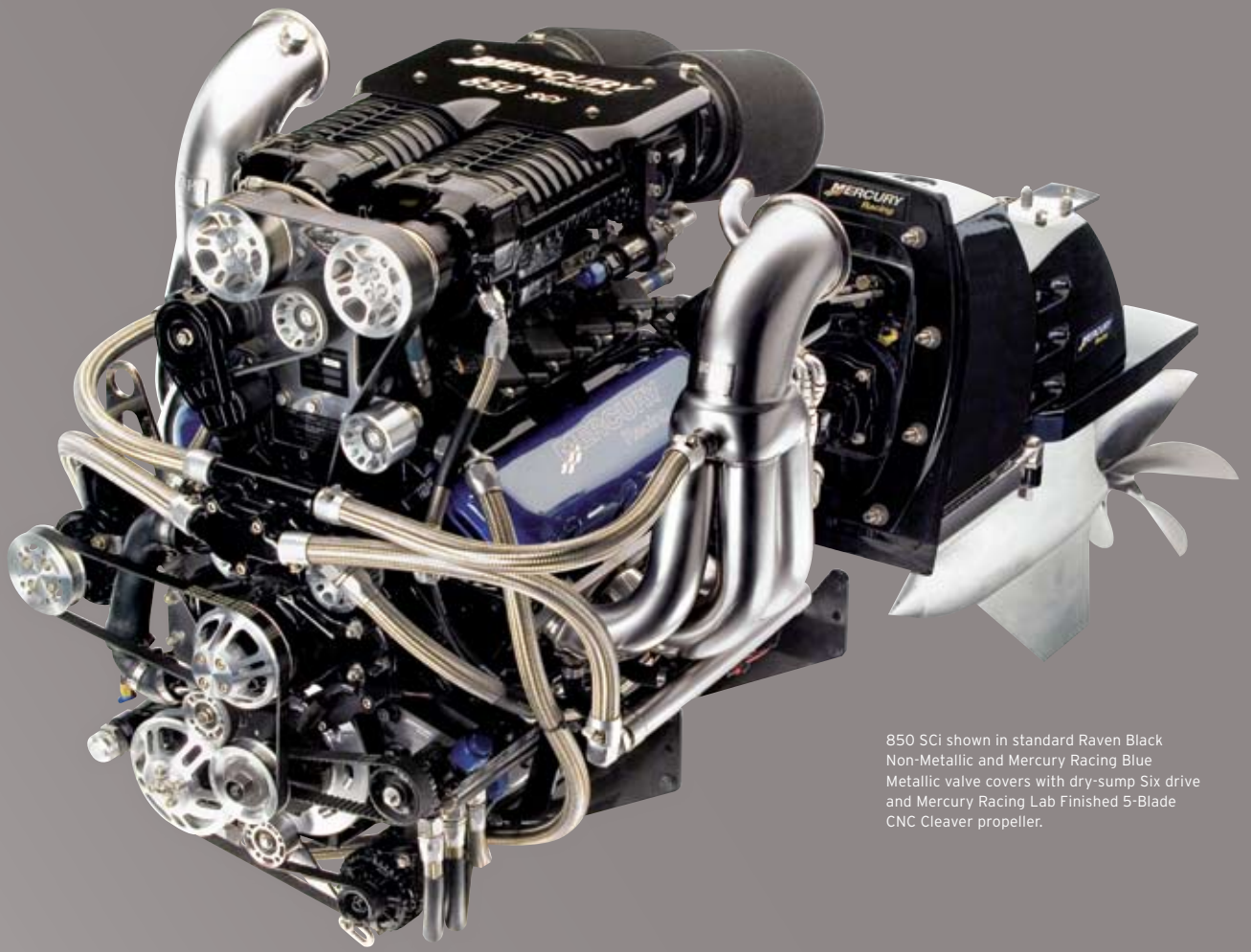
HORSEPOWER	850 (634 kW)
FULL THROTTLE RPM RANGE	5500-5800
DISPLACEMENT LITER/CID	9.1/557
BORE (in/mm)	4.50/114
STROKE (in/mm)	4.375/111
COMPRESSION RATIO	8.00:1
CYLINDERS	V-8

ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	Sequential Fuel Injection
FUEL REQUIREMENTS	91 Posted Octane (R+M)/2, (98 RON) International
TRANSMISSION	BAM Cyborg
DRIVE UNIT	Dry-Sump Six Drive

GEAR RATIO	Application Dependant (Contact Mercury Racing for Additional Information)
LENGTH (in/mm)	55/1397
WIDTH (in/mm)	40/1016 (w/CMI Exhaust System)
HEIGHT (in/mm)	30/762 (w/CMI Exhaust System)
WEIGHT (lbs/kg)	1720/782
WARRANTY	180-Day Limited for Recreational Boating

FEATURES

- 557-cubic inch tall deck cast iron cylinder block featuring five main bearings with stud fastened steel main bearing caps.
- The Mercury PCM 07 microprocessor optimizes fuel, spark timing, and knock control for each cylinder independently.
- Innovative dry-sump engine lubrication reduces friction and adds horsepower for improved overall boat performance.
- New Supercharger and accessories drive belt system for enhanced durability.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.



850 SCi shown in standard Raven Black Non-Metallic and Mercury Racing Blue Metallic valve covers with dry-sump Six drive and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

T.E.A.M. A factory-approved integration process for new Mercury Racing marine propulsion systems.

VESSELVIEW – RACE EDITION Custom interactive software specifically designed to help maximize boat performance and track vital information in real-time for up to three motors.

RECOMMENDED PROPS
Lab Finished 5-Blade CNC Cleaver
Lab Finished 6-Blade CNC Cleaver

CUSTOM COLOR OPTIONS
Standard is Raven Black Non-Metallic. Additional color options are also available.

SEE GLOSSARY FOR DETAILS.

1075 SCi STERNDRIVE

MERCURY RACING'S 1075 SCi will never be the most humble machine on water. It has no reason to be: Its extraordinary power and invaluable reliability have led to an unmatched legacy. It comes equipped with the digital SmartCraft® Controller Area Network (CAN) system, a network of sensors that proactively monitors engine functions, water pressure, and battery voltage. The CAN enables the PCM 07 to communicate data to the optional Mercury Racing VesselView® – Race Edition monitor and SmartCraft System Link gauges for real-time data on multiple engine and boat functions. The PCM 07 also drives the exclusive Engine Guardian System. Engine Guardian monitors engine functions to forewarn of possible problems that could lead to engine damage. This "smart" technology not only detects and alerts the boater of a problem, it processes the data and reduces power to the maximum safe level that allows the boater to continue operation.

1075 SCi STERNDRIVE POWER SPECIFICATIONS

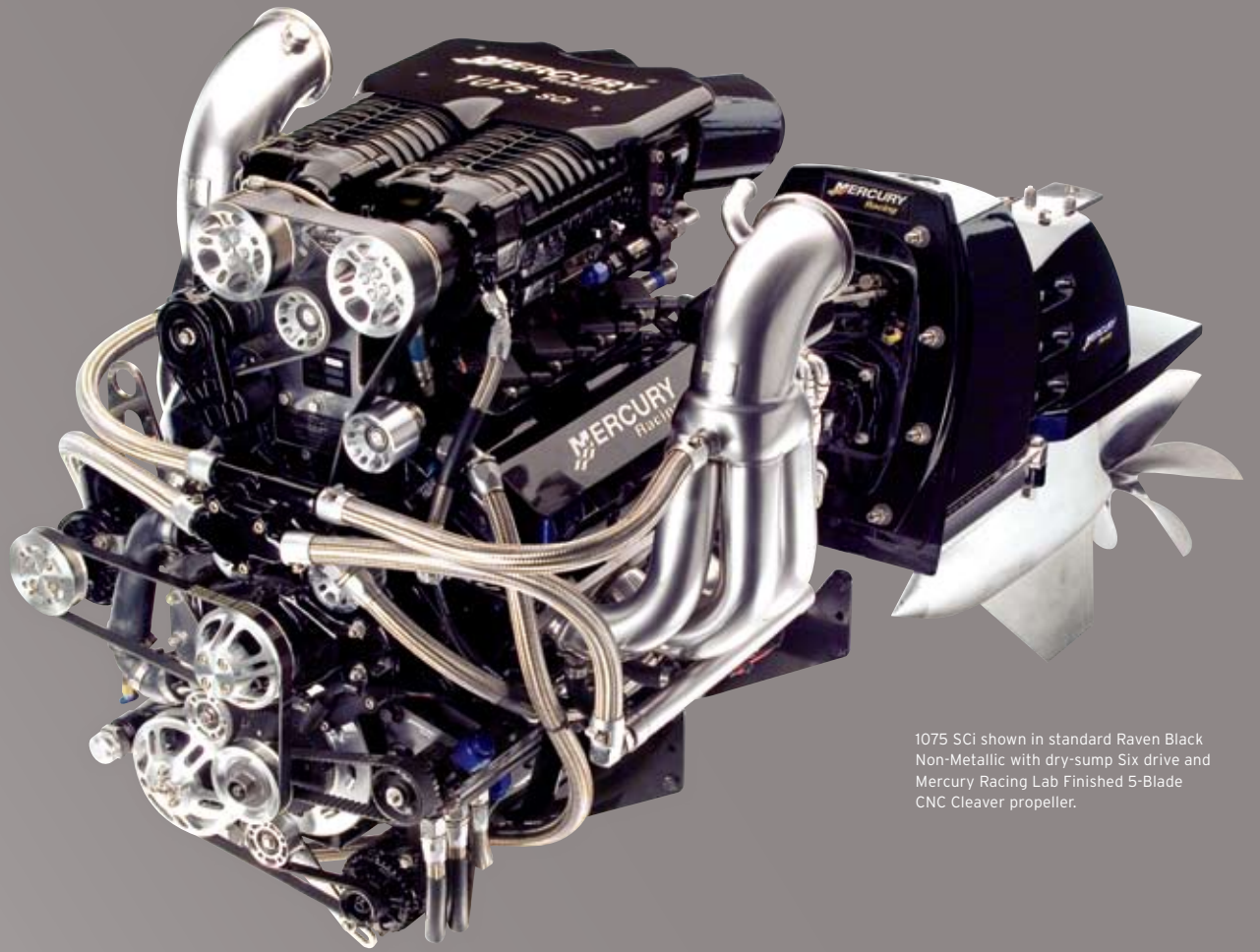
HORSEPOWER	1075 (802 kW)
FULL THROTTLE RPM RANGE	5600-6000
DISPLACEMENT LITER/CID	9.1/557
BORE (in/mm)	4.50/114
STROKE (in/mm)	4.375/111
COMPRESSION RATIO	8.00:1
CYLINDERS	V-8

ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	Sequential Fuel Injection
FUEL REQUIREMENTS	91 Posted Octane (R+M)/2, (98 RON) International
TRANSMISSION	BAM Cyborg
DRIVE UNIT	Dry-Sump Six Drive

GEAR RATIO	Application Dependant (Contact Mercury Racing for Additional Information)
LENGTH (in/mm)	55/1397
WIDTH (in/mm)	40/1016 (w/CMI Exhaust System)
HEIGHT (in/mm)	30/762 (w/CMI Exhaust System)
WEIGHT (lbs/kg)	1720/782
WARRANTY	90-Day Limited for Recreational Boating

FEATURES

- Eight ignition coils, one per cylinder, eliminate spark plug fouling.
- High-velocity cooling system uses a combination of a circulating pump and sea pump to keep the engine at an optimal operating temperature.
- Mercury PCM 07 microprocessor optimizes fuel, spark timing, and knock control for each cylinder independently.
- New Supercharger and accessories drive belt system for enhanced durability.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.



1075 SCi shown in standard Raven Black Non-Metallic with dry-sump Six drive and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

T.E.A.M. A factory-approved integration process for new Mercury Racing marine propulsion systems.

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RECOMMENDED PROPS
Lab Finished 5-Blade CNC Cleaver
Lab Finished 6-Blade CNC Cleaver

CUSTOM COLOR OPTIONS
Standard is Raven Black Non-Metallic. Additional color options are also available.

SEE GLOSSARY FOR DETAILS.

1200 SCi STERNDRIVE

IMAGINE A HIGH-OCTANE RACE ENGINE custom built for public consumption. Now say hello to it ... the most powerful consumer sterndrive ever built by Mercury Racing. The 1200 SCi features our legendary dry-sump Six drive and is based on a high-performance 557-cubic-inch V-8 cylinder block, with a pair of Lysholm twin screw superchargers with multiport fuel injection (two injectors per cylinder) and new supercharger belt tensioner. It's muscle, but not *raw* muscle. The Mercury exclusive propulsion control module (PCM 07) microprocessor is the brain behind the brawn. Every family has a rebel. The 1200 is ours. So make it yours.

1200 SCi STERNDRIVE POWER SPECIFICATIONS

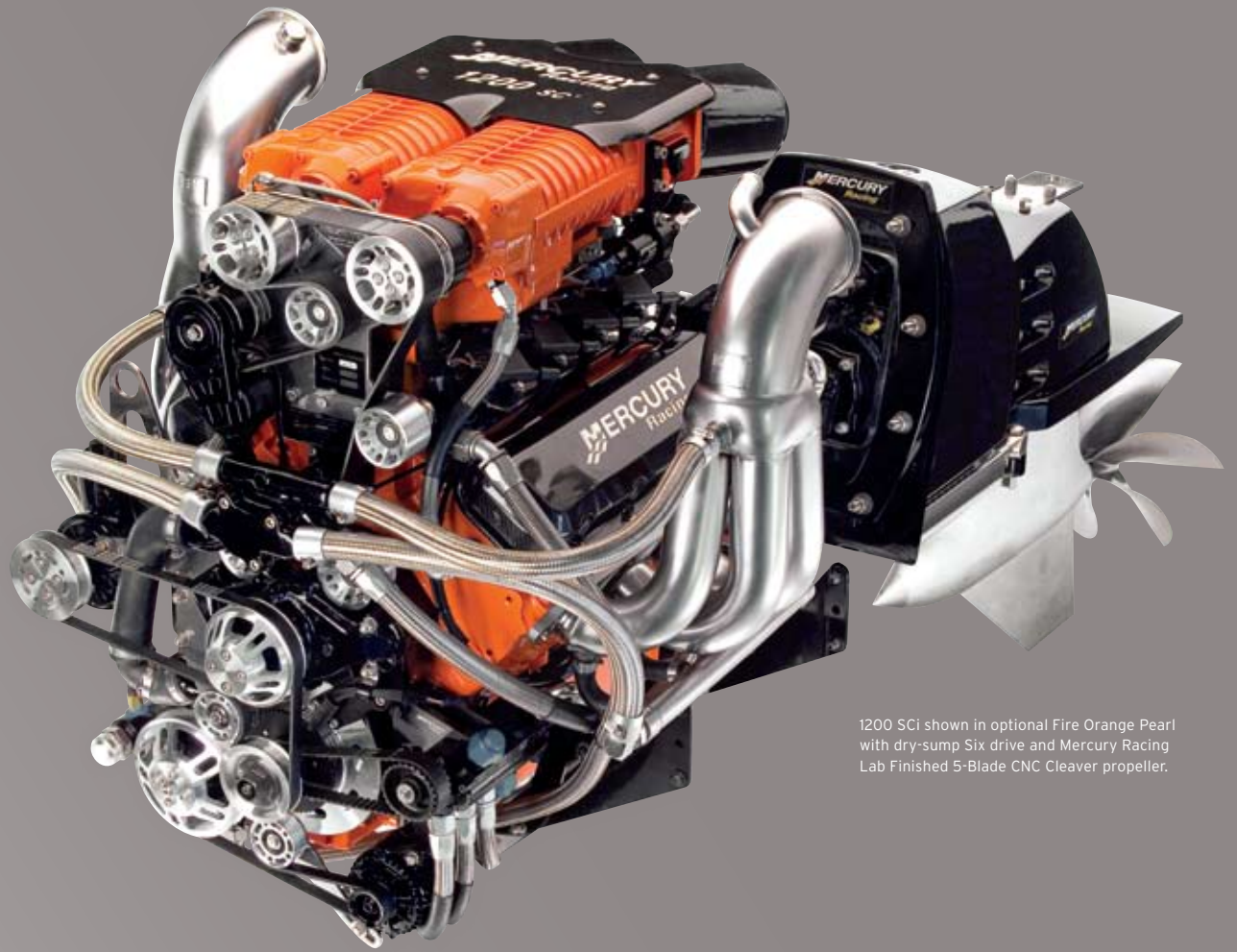
HORSEPOWER	1200 (895 kW)
FULL THROTTLE RPM RANGE	6000-6500
DISPLACEMENT LITER/CID	9.1/557
BORE (in/mm)	4.50/114
STROKE (in/mm)	4.375/111
COMPRESSION RATIO	8.00:1
CYLINDERS	V-8

ALTERNATOR (amp/watt)	90/1269
IGNITION TYPE	PCM 07 Distributorless
FUEL SYSTEM	Sequential Fuel Injection
FUEL REQUIREMENTS	112 AKI Race Fuel
TRANSMISSION	BAM Cyborg Dry-Sump
DRIVE UNIT	Dry-Sump Six Drive

GEAR RATIO	Application Dependant (Contact Mercury Racing for Additional Information)
LENGTH (in/mm)	55/1397
WIDTH (in/mm)	40/1016 (w/CMI Exhaust System)
HEIGHT (in/mm)	30/762
WEIGHT (lbs/kg)	1720/782
WARRANTY	None

FEATURES

- Mercury PCM 07 microprocessor optimizes fuel and spark timing for each cylinder independently.
- High-velocity cooling system uses a combination of a circulating pump and sea pump.
- Innovative dry-sump engine lubrication reduces friction and adds horsepower.
- All-new 90 amp (1269 watt) alternator ensures you'll always have plenty of charging power on board.



1200 SCi shown in optional Fire Orange Pearl with dry-sump Six drive and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

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VESSELVIEW – RACE EDITION Custom interactive software specifically designed to help maximize boat performance and track vital information in real-time for up to three motors.

RECOMMENDED PROPS
Lab Finished 5-Blade CNC Cleaver
Lab Finished 6-Blade CNC Cleaver

CUSTOM COLOR OPTIONS
Standard is Raven Black Non-Metallic. Additional color options are also available.
SEE GLOSSARY FOR DETAILS.

HIGH-PERFORMANCE DRIVES

OVER THE YEARS, OUR RACING EFFORTS have inspired the development of efficient, durable high-performance sterndrives including the Bravo One XR, Bravo One XR Sport Master, the revolutionary NXT[1] and the legendary dry-sump Six drive. We deliver drive options available for virtually any application, from offshore racing to sport cruising, and just about everything in between: The Sport Master is your first taste of speed; the Bravo Three XR is robust enough to take a punishment; the dry-sump NXT[1] is revolutionary in form and function and the dry-sump Six is simply the ultimate in converting power to water vapor. But no matter which is right for your application, it's all part of our drive to win.

BRAVO ONE® XR DRIVE

BRAVO ONE XR
SPORT MASTER DRIVE

BRAVO THREE® XR DRIVE

DRY-SUMP NXT[1] DRIVE

DRY-SUMP SIX DRIVE

FEATURES

- Features a compact, integrated transmission designed and developed by Mercury Racing.
- Access to the transmission from the transom also allows the transmission to be removed and serviced without having to remove the complete engine.
- Features dry-sump lubrication for higher efficiency and reduced operating temperatures.
- Water pick-up, mounted at the rear of the gearcase torpedo, is interchangeable with available accessory pick-ups for multiple hull-type configurations and speeds.
- Stainless steel propshaft and hub adapters enable both the 5-Blade Maximus propeller or our new line of CNC-machined cleaver propellers to be used.
- New cambered Skeg NXT[1] drive option helps compensate steering loads experienced with single and triple engine boats.

Shown is the dry-sump NXT[1] drive and Mercury Racing Lab Finished 5-Blade CNC Cleaver propeller.

INTEGRATED TRANSOM SYSTEM The innovative Mercury Racing Integrated Transom System (ITS) provides hydraulic steering on the drive while making the transom more aesthetically pleasing and simplifying installation.

PROPS Maximize your hull performance with Mercury Racing's CNC-machined cleaver propellers. A complete line of the Lab Finished 5-Blade and 6-Blade CNC models are available to fit virtually any application.

NXT[1] SSM DRIVE offers OEM boat builders and consumers the benefit of using the legendary dry-sump Six drive with the engine mounted in the same location as a Bravo drive set-up.

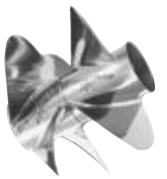
HAND-CRAFTED STERNDRIVE PROPS

TRANSFERRING THE POWER of an engine into high performance on the water is the job of a propeller. Mercury Racing has perfected the science behind propeller design. Pitch, rake angle, diameter, blade configuration … they're all part of an equation that differs depending on what your boat needs (and what *you* want). From the Mirage Plus to the 6-Blade CNC Cleaver, with Mercury Racing propellers you always get the same thing: customized prop perfection.

MIRAGE® PLUS

BRAVO I® STERNDRIVE

MAXIMUS®



BRAVO THREE® XR

5-BLADE CLEAVER®

6-BLADE CLEAVER

Shown is the Mercury Racing Lab Finished 6-Blade CNC Cleaver propeller.

MERCURY PROP SLIP CALCULATOR is available at mercuryracing.com to help you quickly determine the difference between actual and theoretical travel resulting from a necessary propeller blade angle of attack.

PROPELLER CASES constructed of high-impact polyethylene protect your investment during shipping and storage. See mercuryracing.com for suitable propellers.

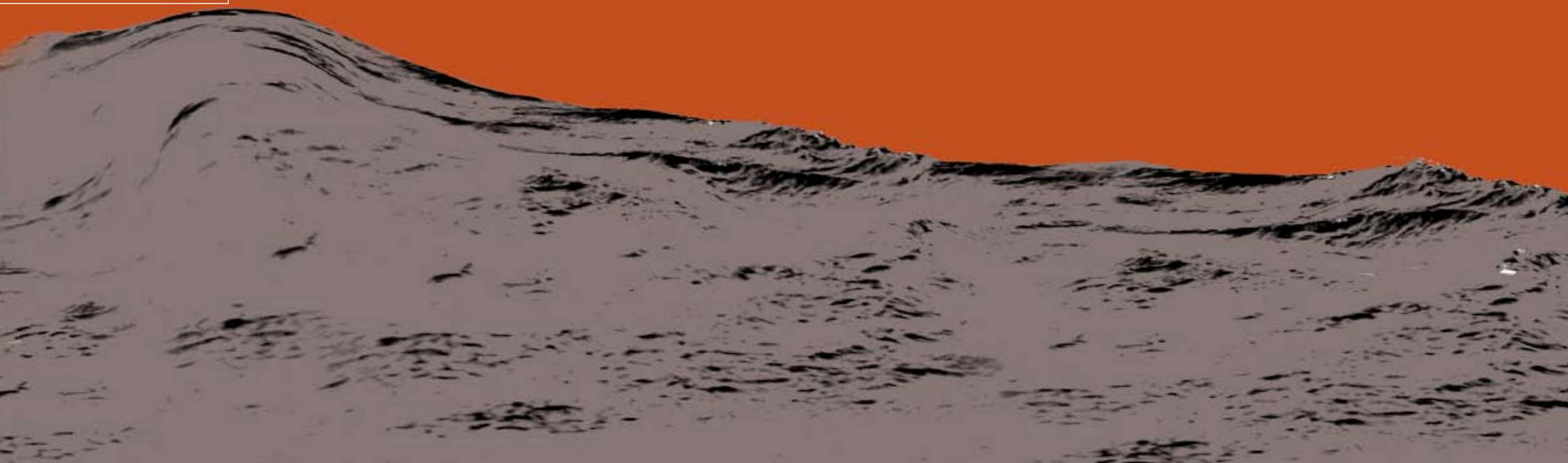
PROPELLER COVERS made of a tough nylon shell resist tearing and are waterproof to protect your propeller from the elements. See mercuryracing.com for suitable propellers.

350 SCi

300XS

250XS

225 SPORT XS



OUTBOARDS

MERCURY RACING FOLLOWS A PASSION for perfection with every product we produce. Our lightweight OptiMax® XS series of engines offers a full line of high-performance, low-emissions power options, and is fit for bass boats, flat boats, walleye boats, vee-bottoms, and catamarans. The new supercharged Verado® 350 SCi is the power of choice for those who demand Verado's quiet operation and superior running quality paired with Mercury Racing's ingenuity. Why? It's the biggest, baddest four-stroke on the planet!

VERADO 350 SCi

IT'S A POWER GAME, PERIOD. But you already know that. Here's a new word you should add to your speed vocabulary: "Verado," engineered by Mercury Racing. This 350-horsepower in-line six-cylinder supercharged engine is your ticket to the sweetest setup on the water, with its electronically controlled sequential multi-port fuel injection and four-valve-per-cylinder, double-overhead cam design. We're talking rocket-like planing for a hole-shot you wouldn't believe. Then you'll be awestruck by precision handling via SmartCraft Digital Throttle and Shift: its stealthy roar, plus raw power like no other outboard you've ever run. Whether you're buying new or repowering, Mercury Racing's Verado 350 SCi brings even more power to perfection. It's okay … we expect you to drool.

VERADO 350 SCi POWER SPECIFICATIONS

PROPSHAFT RATED HP	350 (263 kW)
FULL THROTTLE RPM RANGE	6200-6800
DISPLACEMENT	158.5 cu. in. (2598 cc)
BORE (in/mm)	3.23/82
STROKE (in/mm)	3.23/82
CYLINDERS	In-Line 6

FUEL INDUCTION SYSTEM	SmartCraft DTS Electronic Throttle, Supercharged with Charge Air Cooling and Electronic Boost Pressure Control
COOLING SYSTEM	Water-Cooled with Thermostat and Pressure Control
IGNITION TYPE	PCM 07 Digital Inductive
OIL REQUIREMENTS	NMMA Certified Verado FC-W SAE 25W-50
FUEL REQUIREMENTS	91 Octane Minimum (R+M/2), (98 RON) International

COUNTER ROTATION	Available On All Models
GEAR RATIO	1.75:1
SHAFT LENGTH (in/mm)	20/508, 25/635 or 30/762
WEIGHT (lbs/kg)	679/308*
WARRANTY	2-Year Limited for Recreational Boating; 3-Year Limited Corrosion; 2-Year Limited Mercury Product Protection Plan Available

*Dry-weight specification is for lightest-version model only, without oil, propeller, or integral steering cylinder (if applicable).

FEATURES

- Acoustic foam-lined cowling, exclusive Advanced MidSection (AMS), idle relief muffler, and intake silencer work to create a single unified symphony of quiet.
- Electro-hydraulic power steering offers no fight, tug-back, or engine pulse.
- SmartCraft Digital Throttle and Shift System (DTS) provides instant throttle response and smooth shifting.
- Exclusive cool air intake enhances efficiency and maximizes performance. Special ducting keeps water out.
- Mercury Racing AMS (Advanced MidSection) features a sand cast driveshaft housing for added strength and durability, and stainless steel guide plates with fiber wear pads for enhanced engine stability at higher speeds and in rough seas.
- All-new gearcase to handle the 350 SCi's high torque and power output. Engineers developed a new hydrodynamic shape and size to accommodate the larger diameter, net forged straight bevel gears, heavy-duty 1-1/4" diameter propeller shaft and billet aluminum bearing carrier.
- RangePlus PowerTrain refinements offer optimal fuel efficiency.

SMARTCRAFT Integrated Marine Technology links power, controls, and internal and external sensors to provide precise data.

RECOMMENDED PROP
Bravo I Sterndrive/Verado

OPTIMAX 300XS

THIS "STROKER" HAS REACHED THE POWER-TO-WEIGHT EPITOME, featuring the highest power output per pound in its class. At its heart lies a 3.2 Liter V-6 powerhead with a stroked and precision-balanced crankshaft. The top cowl has an acoustically tuned foam cowl liner, which – when paired with an attenuator for the direct fuel injection air compressor and advanced exhaust system – helps to dramatically reduce engine sound at idle through mid-range operating RPM. Did we mention it's lightweight and extremely fuel-efficient too? We're talking power, efficiency, and prowess … all rolled into one.

OPTIMAX 300XS POWER SPECIFICATIONS

PROPSHAFT RATED HP	300 (224 kW)
FULL THROTTLE RPM RANGE	5400-5800 (20" Models 5400-6200)*
DISPLACEMENT	193 cu. in. (3160 cc)
BORE (in/mm)	3.63/92
STROKE (in/mm)	3.11/79
CYLINDERS	V-6 (60° vee)

INDUCTION SYSTEM	2-Stage Direct Fuel Injection
ALTERNATOR (amp/watt)	60/756 w/Voltage Regulator
IGNITION TYPE	PCM 07 Digital Inductive
FUEL/OIL RATIO	Electronic Multipoint
OIL REQUIREMENTS	Mercury Premium Plus (TC-W3)
FUEL REQUIREMENTS	91 Octane Minimum (R+M/2), (98 RON) International

ROTATION	Right- or Left-Hand (FM) (SM) Right-Hand (TM)
GEAR RATIO	1.62:1, 1.75:1 (SM), (TM)** or 1.75:1 (FM)
SHAFT LENGTH (in/mm)	20/508, 25/635 or 30/762
WEIGHT (lbs/kg)	505/229, 517/235, 534/234
WARRANTY	2-Year Limited for Recreational Boating; 3-Year Limited Corrosion; 1-Year Limited Mercury Product Protection Plan Available

*Available on 25" walleye models at 5400-6200 RPM operating range. **Right-hand rotation only.

FEATURES

- 3.2 Liter V-6 powerhead features a stroked and precision-balanced crankshaft.
- Heavy-duty direct fuel injection air compressor featuring robust maxi-coated mounting brackets and hardware.
- New pistons feature an updated profile and a composite coating for improved wear life.
- Composite chrome coating doubles piston ring life.

J.D. POWER AND ASSOCIATES
"Highest in customer satisfaction with two-stroke outboard engines, three years in a row."*
*SEE GLOSSARY FOR DETAILS.

RECOMMENDED PROPS
Bravo I Vented
3- and 4-Blade Cleaver
Pro ET®
Lightning ET®

OPTIMAX 250XS

THE 250XS IS ALL ABOUT VERSATILITY without sacrificing performance. It's fueled by 87 octane – making it remarkably high performance, without the cost of premium fuel. The direct fuel injection system dramatically improves fuel-efficiency, giving you more time on the water. Or, choose to carry less fuel in the tank and improve your boat's handling and performance. Available with heavy-duty Sport or Fleet Master gearcases, and multiple shaft length options (20- to 30-inch with right- and left-hand rotation). Overall, we're talking versatility, power, and fuel-economy paired with low-emissions technology. Yet another example of how Mercury Racing presents a whole that is clearly greater than the sum of its parts.

OPTIMAX 250XS POWER SPECIFICATIONS

PROPSHAFT RATED HP	250 (187 kW)
FULL THROTTLE RPM RANGE	5200-5800 (20" Models 5000-6000)*
DISPLACEMENT	185 cu. in. (3032 cc)
BORE (in/mm)	3.63/92
STROKE (in/mm)	3.00/76
CYLINDERS	V-6 (60° vee)

INDUCTION SYSTEM	2-Stage Direct Fuel Injection
ALTERNATOR (amp/watt)	60/756 Belt Driven
IGNITION TYPE	PCM 07 Digital Inductive
FUEL/OIL RATIO	Electronic Multipoint
OIL REQUIREMENTS	Mercury Premium Plus (TC-W3)
FUEL REQUIREMENTS	87 Octane Minimum (R+M/2), (91 RON) International

ROTATION	Right- or Left-Hand (FM) (SM) Right-Hand (TM)
GEAR RATIO	1.62:1, 1.75:1 (SM) or 1.75:1 (FM)
SHAFT LENGTH (in/mm)	20/508, 25/635 or 30/762
WEIGHT (lbs/kg)	505/229, 517/235, 534/242
WARRANTY	2-Year Limited for Recreational Boating; 3-Year Limited Corrosion; 1-Year Limited Mercury Product Protection Plan Available

FEATURES

- Models fit for high-performance bass boats, sport boats, and offshore center consoles.
- Exhaust adapter plate design enables use of a rear-mounted tie bar and hydraulic steering.
- Heavy-duty swivel clamp bracket assembly for offshore applications.

J.D. POWER AND ASSOCIATES
"Highest in customer satisfaction with two-stroke outboard engines, three years in a row."*
*SEE GLOSSARY FOR DETAILS.

RECOMMENDED PROPS
Bravo I Vented
3- and 4-Blade Cleaver
Pro ET
Lightning ET

OPTIMAX 225 SPORT XS

YOU SHOULDN'T HAVE TO sacrifice speed and power for fuel economy. So don't. The Mercury Racing 225 Sport XS is proof positive you can have the best of both worlds. Its exclusive PCM 07 microprocessor equips the 225 Sport XS with the ability to match – and surpass – many of today's large four-stroke engines in fuel economy. Modeled after the popular OptiMax 225 Pro XS, the Sport XS combines a race-proven Sport Master gearcase and solid engine mounts for remarkable high-speed handling. That makes it fast, furious, and fuel-efficient. Plus it delivers a three-star C.A.R.B. rating on 87-octane fuel, which means ultra-low engine emissions. So you can "go green" even while going 85 mph.

OPTIMAX 225 SPORT XS POWER SPECIFICATIONS

PROPSHAFT RATED HP	225 (187 kW)
FULL THROTTLE RPM RANGE	5500-6000
DISPLACEMENT	185 cu. in. (3032 cc)
BORE (in/mm)	3.63/92
STROKE (in/mm)	3.00/76
CYLINDERS	V-6 (60° vee)

INDUCTION SYSTEM	2-Stage Direct Fuel Injection
ALTERNATOR (amp/watt)	60/756 w/Voltage Regulator
IGNITION TYPE	PCM 07 Digital Inductive
FUEL/OIL RATIO	Electronic Multipoint
OIL REQUIREMENTS	Mercury Premium Plus (TC-W3)
FUEL REQUIREMENTS	87 Octane Minimum (R+M/2), (91 RON) International

ROTATION	Right-Hand (SM)
GEAR RATIO	1.62:1
SHAFT LENGTH (in/mm)	20/508
WEIGHT (lbs/kg)	505/229
WARRANTY	2-Year Limited for Recreational Boating; 3-Year Limited Corrosion; 1-Year Limited Mercury Product Protection Plan Available

FEATURES

- Models fit for high-performance bass boats and river racers.
- Equipped with Mercury's exclusive PCM 07 microprocessor.
- Uses up to 45 percent less fuel for the same running period when compared to traditional two-strokes.
- Comes equipped with solid upper and lower mounts and the race-proven Sport Master gearcase.
- Capable of powering a single engine, lightweight hull to speeds in excess of 85 mph.

J.D. POWER AND ASSOCIATES
"Highest in customer satisfaction with two-stroke outboard engines, three years in a row."*

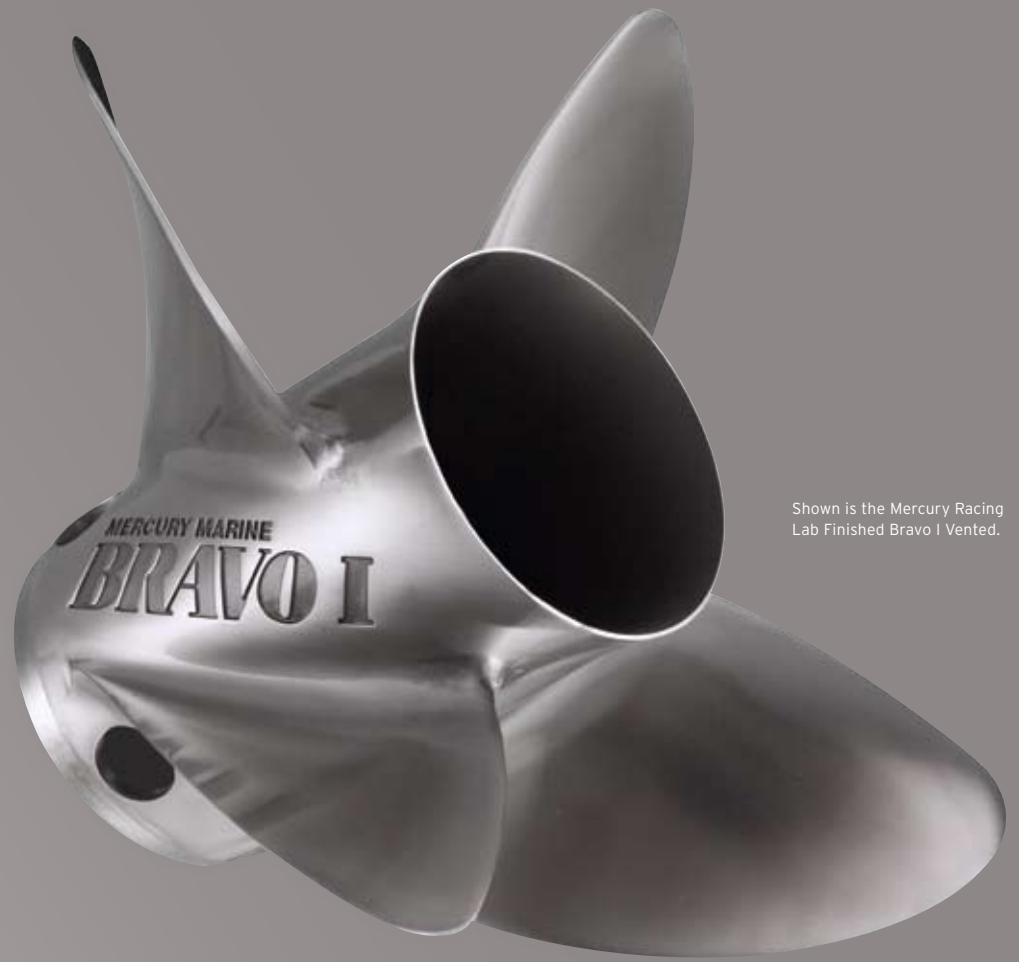
*SEE GLOSSARY FOR DETAILS.

RECOMMENDED PROP
Pro ET
Lightning ET
3- and 4-Blade Cleaver

HIGH-PERFORMANCE PROPS

MERCURY RACING LAB FINISHED® OUTBOARD PROPELLERS have set more speed records, and won more national and world championships than any other propeller. Many of the first propellers were created and produced to support factory tunnel boat racing. In an effort to get more performance out of racing props, hydrodynamic experts spent years in engineering labs studying propellers traveling through water and the effects modifications made to propeller (and boat) performance. World renowned powerboat racers coined the term "Lab Finished" when referencing the custom Team Mercury propellers tweaked and modified in the engineering lab. Team Mercury racers helped make "Lab Finished" a term known for record-setting speed and performance around the world. Today, we offer a full line of high-performance outboard propellers fit for virtually any application. Whether you're a professional racer or simply want to be the first to the fishing hole, you'll find the right prop to match your desire.

CHOPPER II 20-25 HP/40-60 HP
CHOPPER II
LIGHTNING ET®
CLEAVER 40-60 HP
SST-120/CHAMP/F1
3-BLADE CLEAVER
4-BLADE CLEAVER
PRO ET®
TROPHY® PLUS
TEMPEST® PLUS
MIRAGE® PLUS
REV 4
BRAVO I® VENTED



Shown is the Mercury Racing Lab Finished Bravo I Vented.

MERCURY PROP SLIP CALCULATOR is available at mercuryracing.com to help you quickly determine the difference between actual and theoretical travel resulting from a necessary propeller blade angle of attack.

LAB AND PRO FINISH OPTIONS Lab Finished models feature thinner blades (compared to the Pro Finished) with crisp leading and tight trailing edges that are designed for lightweight boats with natural bow lift. The Lab Finished is your prop of choice for flat-out running. Pro Finished models feature thick blades (compared to Lab Finished) with durable leading edges, high luster, and bow lift to see the big numbers at top end. The Pro Finished keeps you in mind for your everyday go fast prop.

PROPELLER CASES constructed of high-impact polyethylene protect your investment during shipping and storage. See mercuryracing.com for suitable propellers.

MASTER GEARCASES

NO MATTER WHAT KIND of craft you captain, Mercury Racing has the proper gearcase for your application. The Sport Master gearcase (available in 2.5L or 3.0L) offers heavy-duty durability for boats that travel in excess of 85 mph, with low-water pick-ups and a crescent leading-edge design that maximizes efficiency and speed. The Torque Master gearcase is designed for heavier boats capable of hitting the 85 mph mark and features a heavy-duty 19-spline stainless steel propshaft. The Fleet Master is intended for center console offshore applications and offers a heavy-duty offshore bearing carrier, plus a double shot-peened pinion gear. And did we mention the newly designed gearcase to handle the 350 SCi's high torque and power output? Our engineers developed a new hydrodynamic shape and size to accommodate the larger diameter, net forged straight bevel gears, heavy-duty 1-1/4" diameter propeller shaft, and billet aluminum bearing carrier.

3.0L TORQUE MASTER

2.5L SPORT MASTER

3.0L SPORT MASTER

3.0L FLEET MASTER

VERADO 350 SCi

X-HAUST NOISE REDUCER

X-haust Noise Reducer is the only fully integrated stern drive engine exhaust noise reduction system to meet stringent European Union Recreational Craft Directive (RCD) noise regulations. X-haust features a custom Y-pipe which combines the two banks of exhaust from each engine into a single exhaust tube. The single tube exhaust outlet per engine provides the transom space needed for the transom-mounted X-haust muffler.

X-haust is available in two configurations. Stage 2 is the complete system, that, with transom-mounted mufflers, is capable of compliance with the EU RCD. Stage 1, designed to satisfy most noise regulations outside of the EU, eliminates the transom-mounted mufflers. The location of the exhaust outlets, underwater when off-plane and near the water surface when operating on-plane, is the same for both configurations. Back pressure is minimal, resulting in insignificant power loss. An integrated idle relief tube routes some exhaust through the boat above the waterline, providing a necessary vacuum break and a little rumble when operating off-plane.

ZERO EFFORT® CONTROLS

Mercury Racing Zero Effort Controls feature a canted handle design that really fits the hand. Throttles have ball and spring detents which provide tactile feel and resist "creep." Shift levers provide a comfortable "throw" into and out of gear, giving sport boaters complete control of their boat. The shorter shift lever allows captains to know, by instinct, which function they command. The SmartCraft Digital Throttle and Shift (DTS) system technology brings precise throttle and shift response to race-proven Mercury Racing Zero Effort Controls.

SMARTCRAFT

The next wave in boating, SmartCraft Integrated Marine Technology monitors a variety of vital engine functions including fuel flow, fuel range, fuel used, and RPM, along with water depth, trim angle, water pressure, and battery voltage. Boat functions monitored include fuel tank levels, and water and waste tank levels.

VESSELVIEW – RACE EDITION

VesselView – Race Edition features custom interactive software specifically designed for performance boaters. Mercury's exclusive PCM 07 microprocessor sends engine and vessel operating parameters to the SmartCraft VesselView hardware unit, where they're displayed in real-time.

K-PLANE® TRIM TABS

Mercury Racing K-Planes are the epitome of trim tab development, durability, and performance. Originally designed to endure the rigors of offshore racing, K-Planes help get boats up on plane faster and keep them level. Selected models of the legendary trim tabs have been updated for enhanced durability, corrosion resistance, and SmartCraft compatibility.

T.E.A.M.

The Mercury Racing Total Engine Application Management (T.E.A.M.) initiative is a factory-approved integration process for new Mercury Racing marine propulsion systems. The standardized process requires training of the entire OEM boat builder and dealer staff involved with the installation of the new Mercury Racing propulsion system. The program specifies qualified components to be used with the new product along with factory-approved product specifications.

J.D. POWER

J.D. Power and Associates℠ is an ISO 9001-registered global marketing information services firm operating in key business sectors including market research, forecasting, performance improvement, training, and customer satisfaction. The firm's quality and satisfaction measurements are based on responses from millions of consumers annually. Mercury Marine is the only marine engine manufacturer to receive this prestigious award three years in a row.

Disclaimer: Mercury received the highest numerical score for DI two-stroke engines in the proprietary J.D. Power and Associates 2006-2008 Marine Engine Competitive Information Studies, tied in 2007. 2008 study based on 6,973 responses, measuring 3 DI two-stroke engine brands and owner opinions of 2006 and 2007 model year boats registered June 2006-May 2007. Proprietary study results are based on experiences and perceptions of owners surveyed September-October 2007. Your experiences may vary. jdpower.com

CUSTOM COLOR OPTIONS

The 525 EFI, 600 SCi, EU662 SCi, and 700 SCi come standard in Mercury Racing Blue Metallic. The 850 SCi, 1075 SCi, and 1200 SCi come standard in Raven Black Non-Metallic. Eight additional color options are also available.

(l. to r.) Devil Red-Eye Non-Metallic, Slate Grey Metallic, Fire Orange Pearl, Dandy Candy Red Metallic

(l. to r.) Nanna Yellow Pearl, Hulkin' Green Pearl, Joyze Poypole Metallic, Mercury Racing Blue Metallic

Remember: Life Vests Float, You Don't

MERCURY Racing | 1-920-921-5330 | mercuryracing.com

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